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JSSC  
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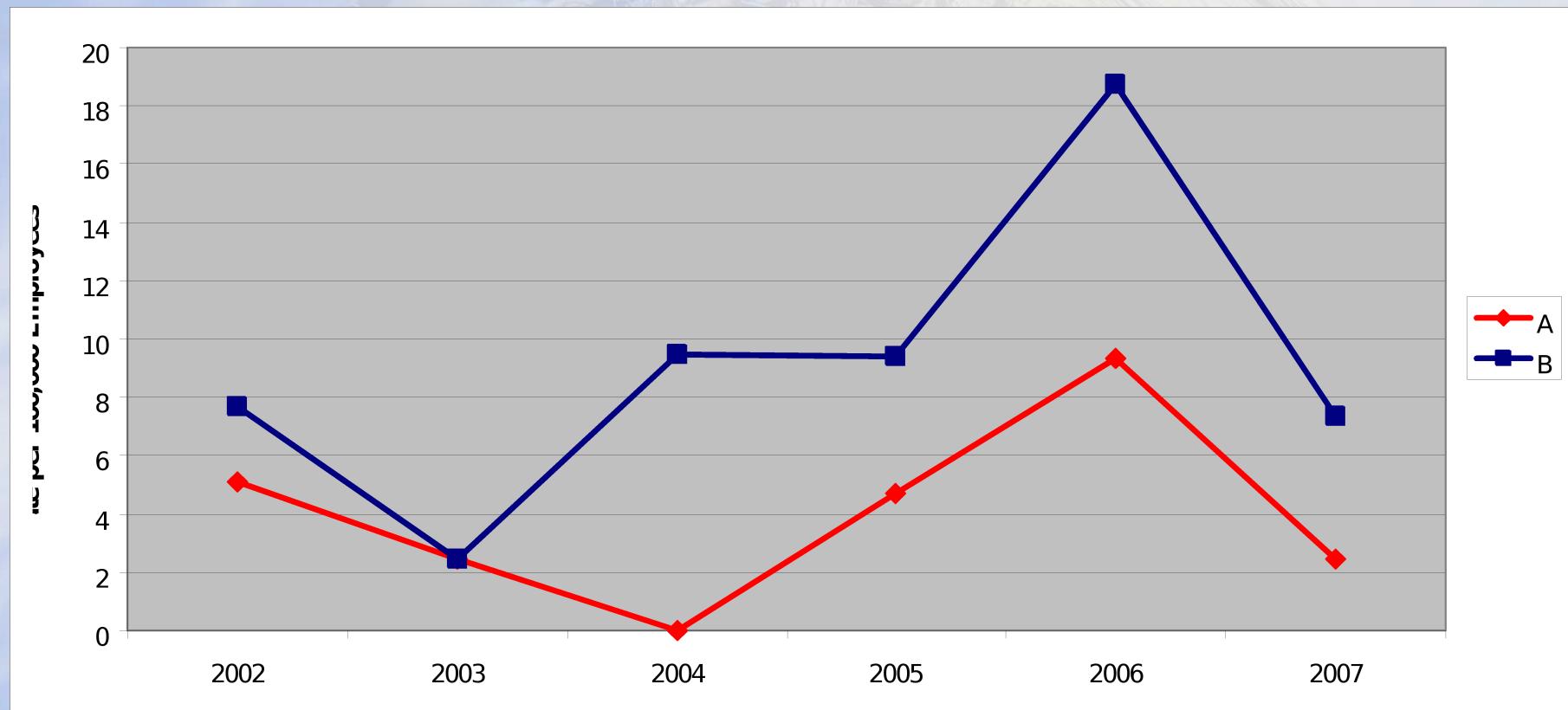
## FY07 Trends



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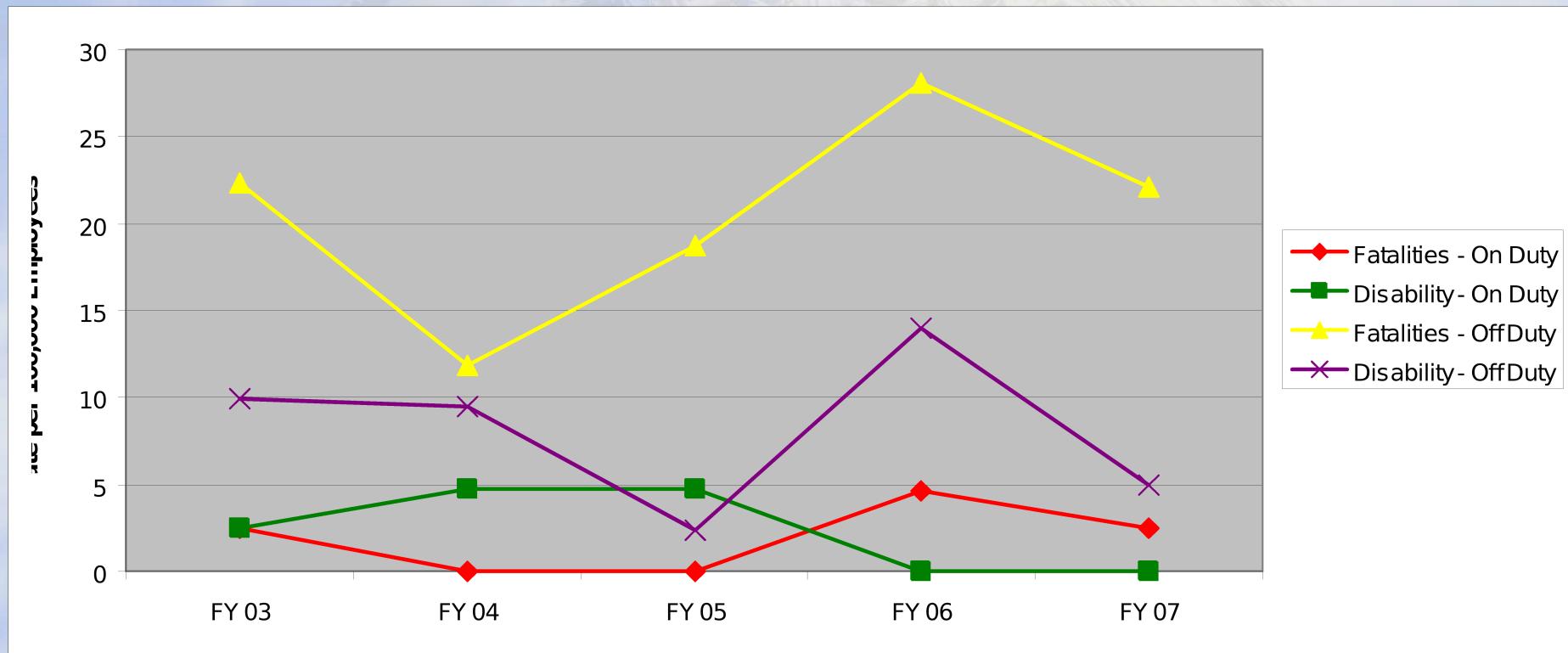
# On Duty Military Class A & B Mishap Rates



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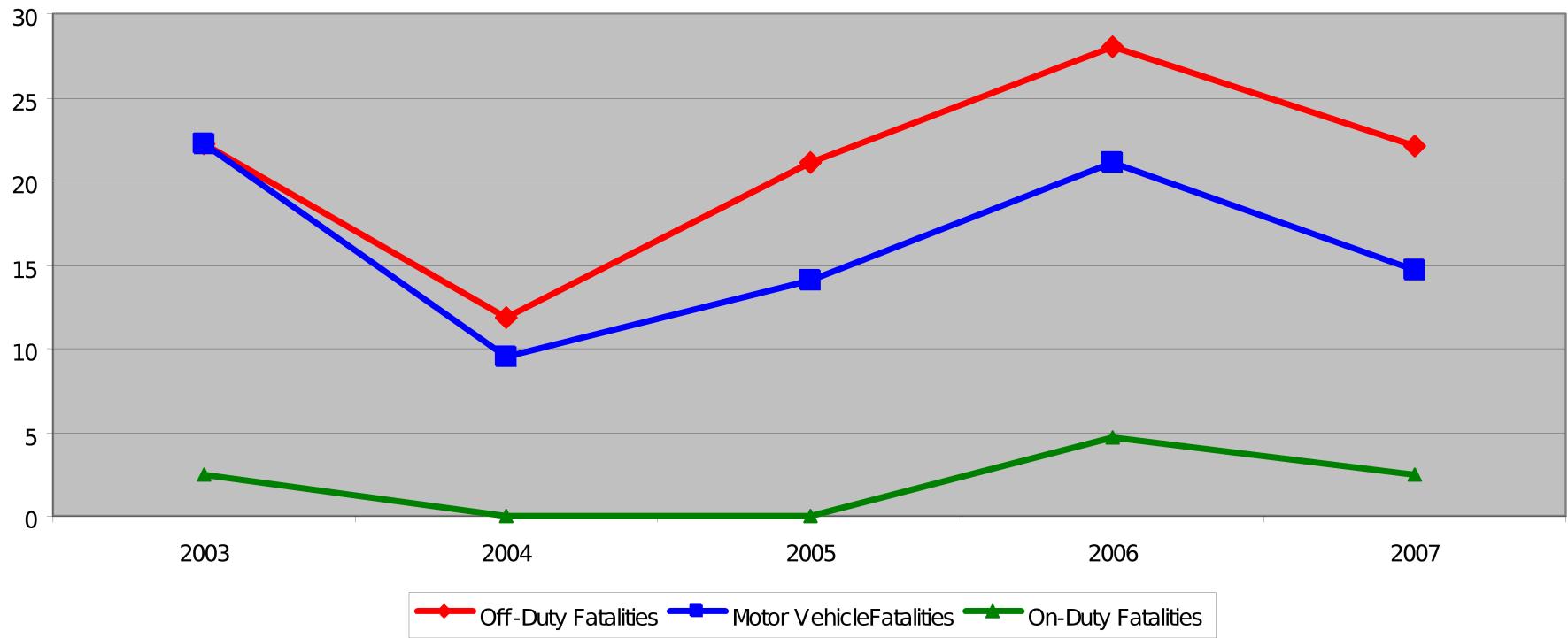
# USCG Military Fatalities/Disabilities On vs. Off Duty



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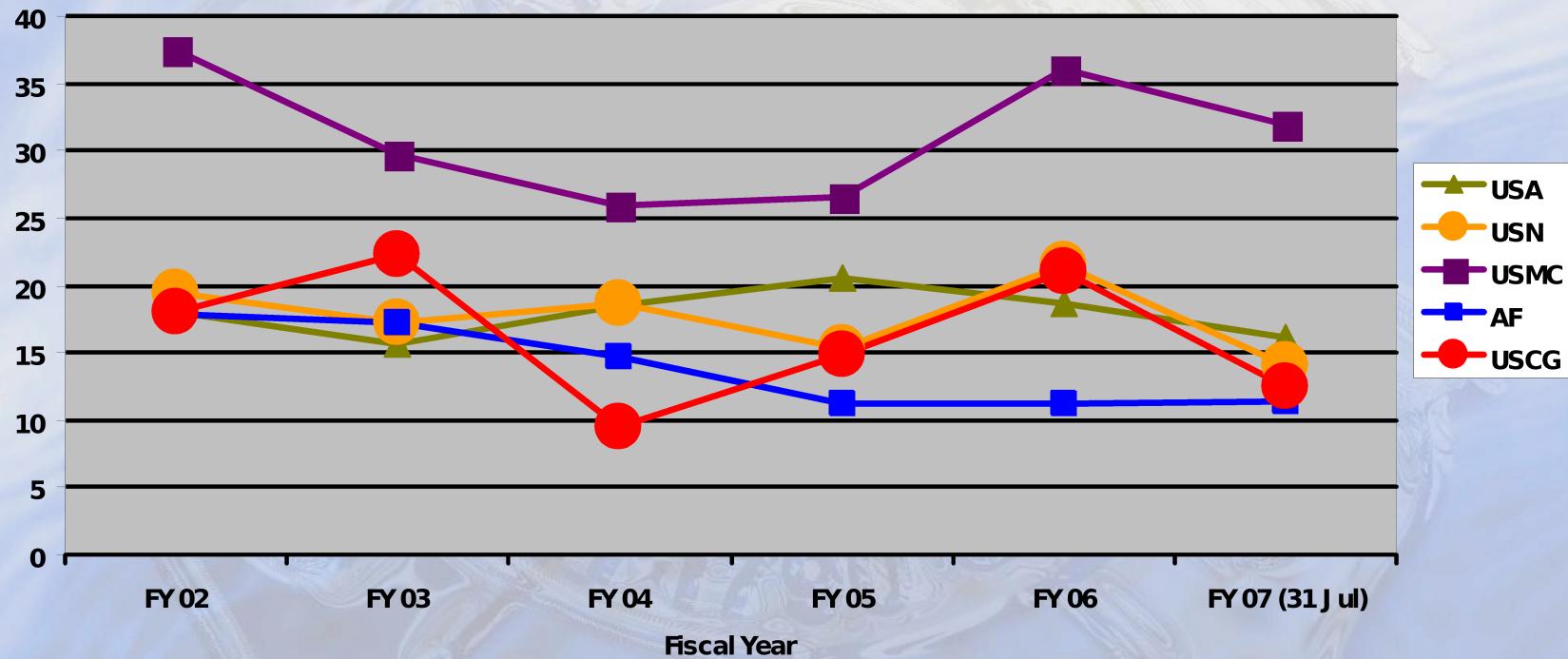
# USCG Military Fatalities On- and Off-Duty & PMV



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# Motor Vehicle Fatality Rate Comparison (Military)



Source: DSOC Brief (09/05/07)

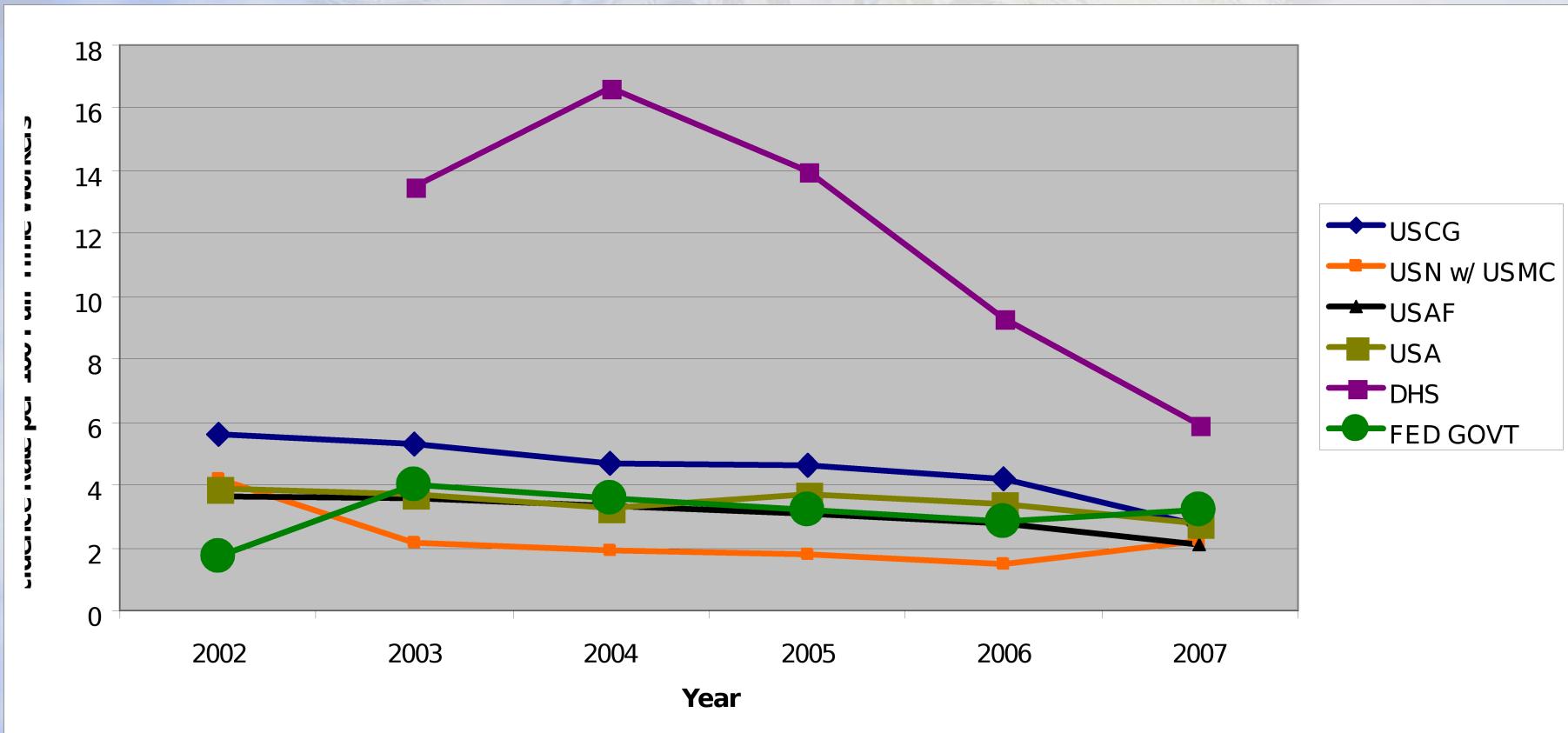


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# Total Civilian Injury Incidence Rate

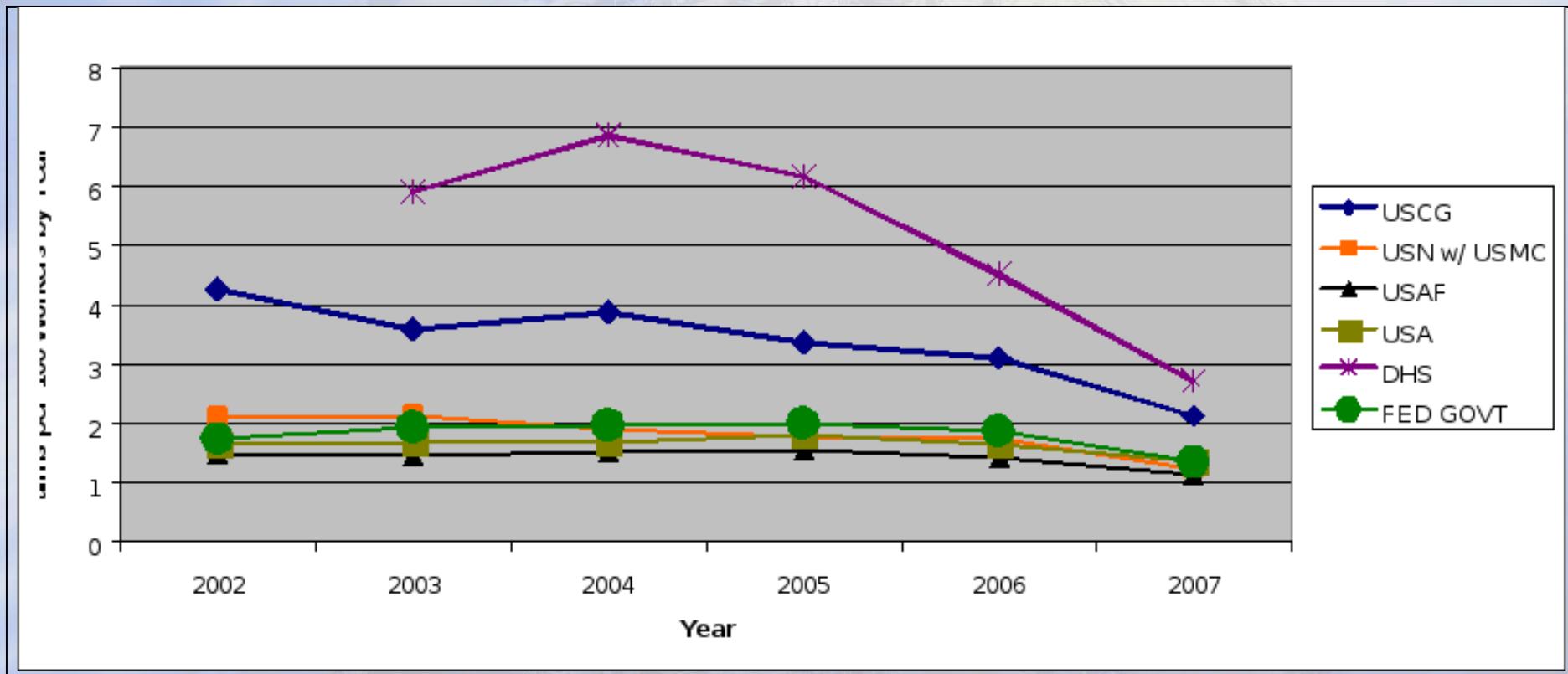
## USCG/Other Federal Agencies



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# Civilian Lost Time Case Rate USCG/Other Federal Agencies

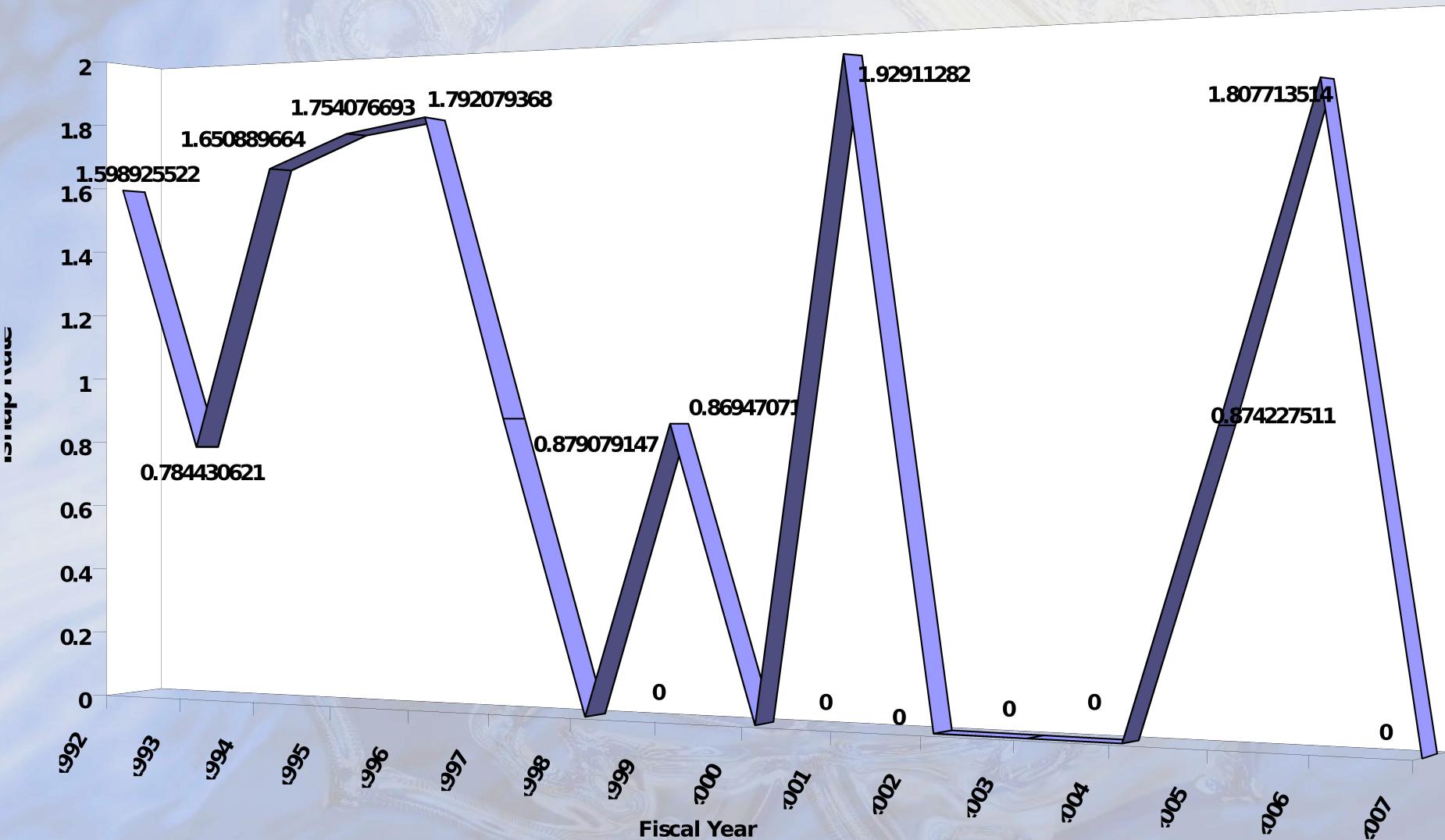


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## Class A Mishap Rate per 100,000 Flight Hours

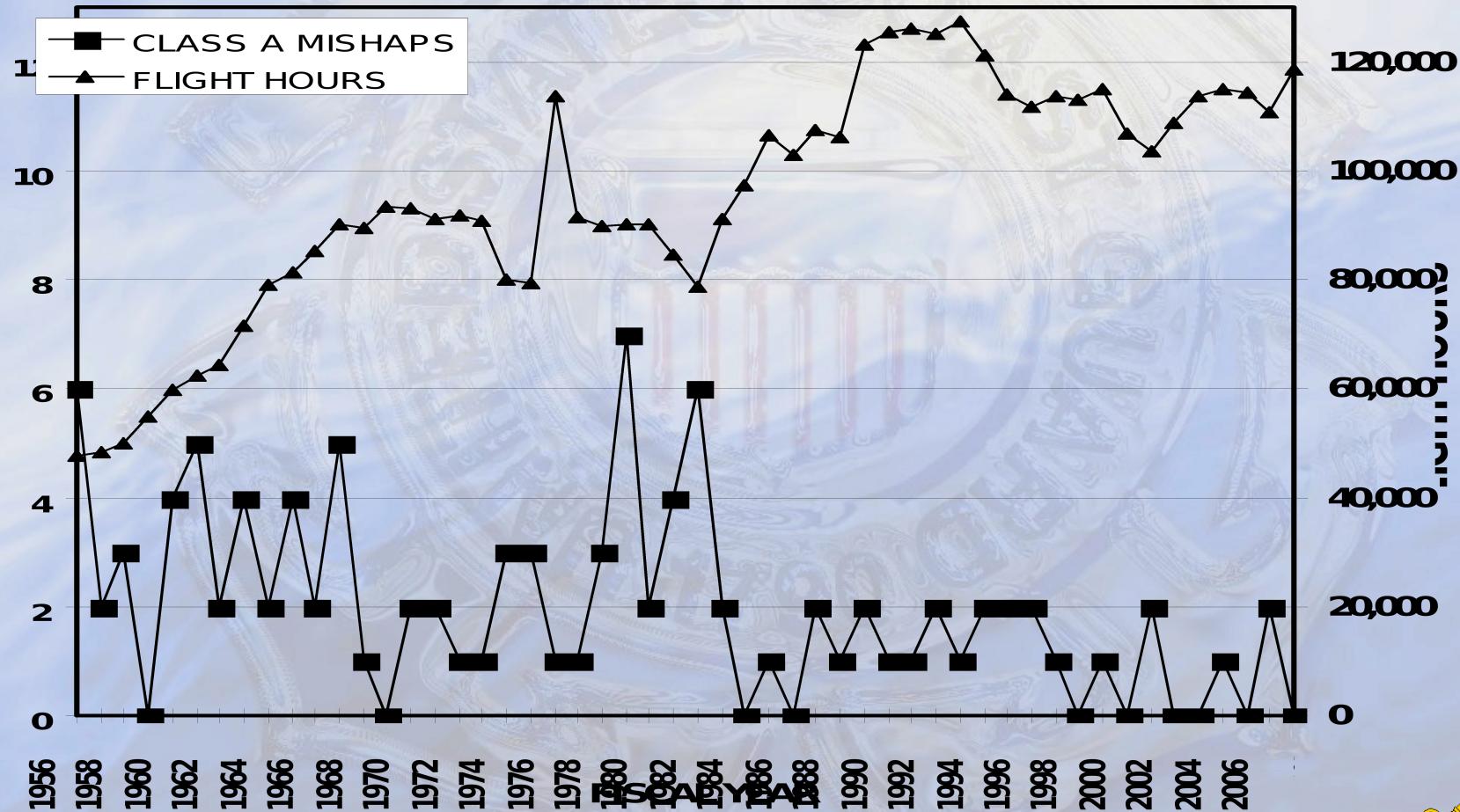
### FY92-FY07



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# Class A Flight Mishap History with Flight Hours



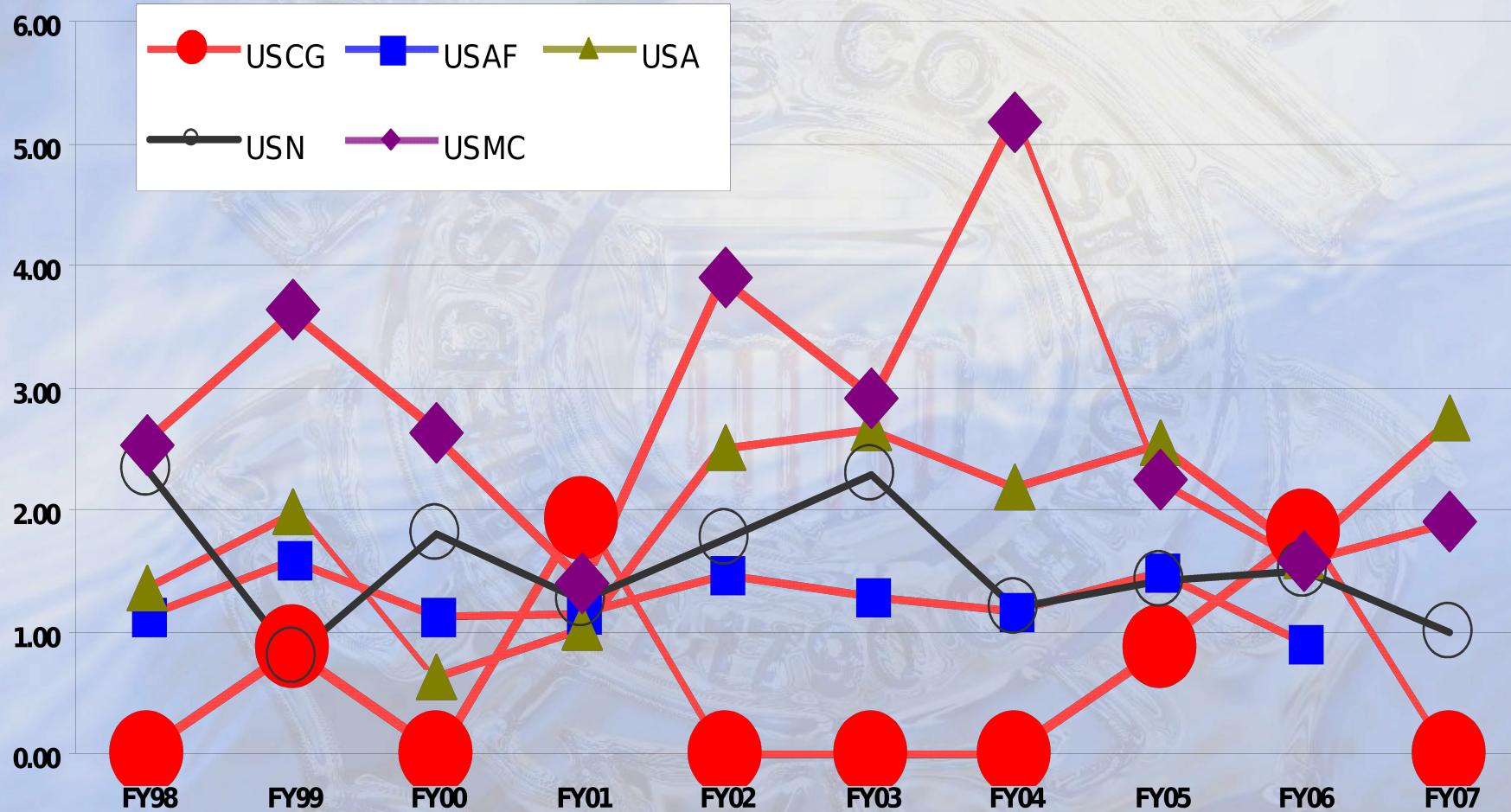
CLASS A FLIGHT MISHAP HISTORY



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# Class A Flight Comparison USCG/DOD

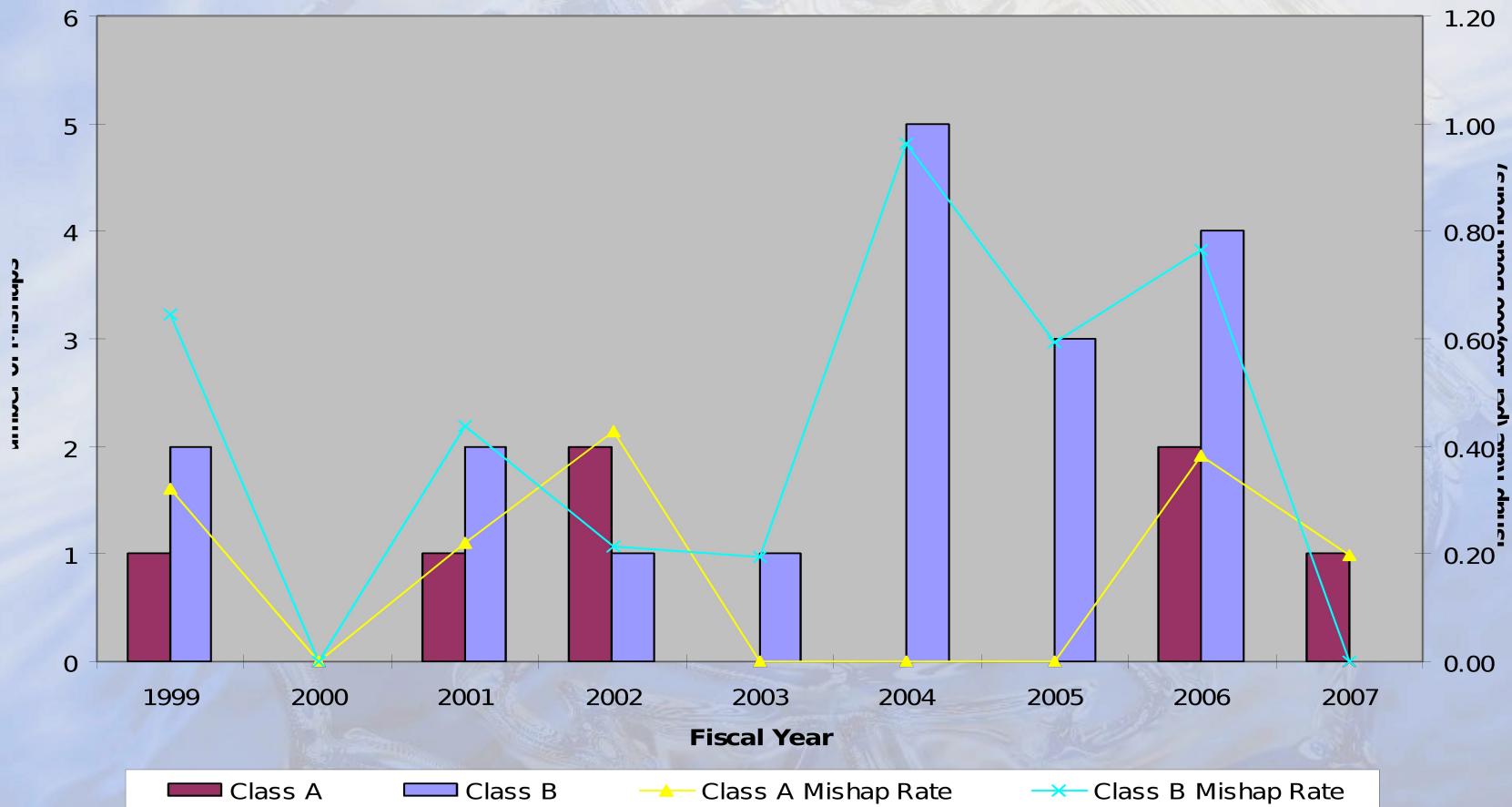


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# Small Boat Mishaps

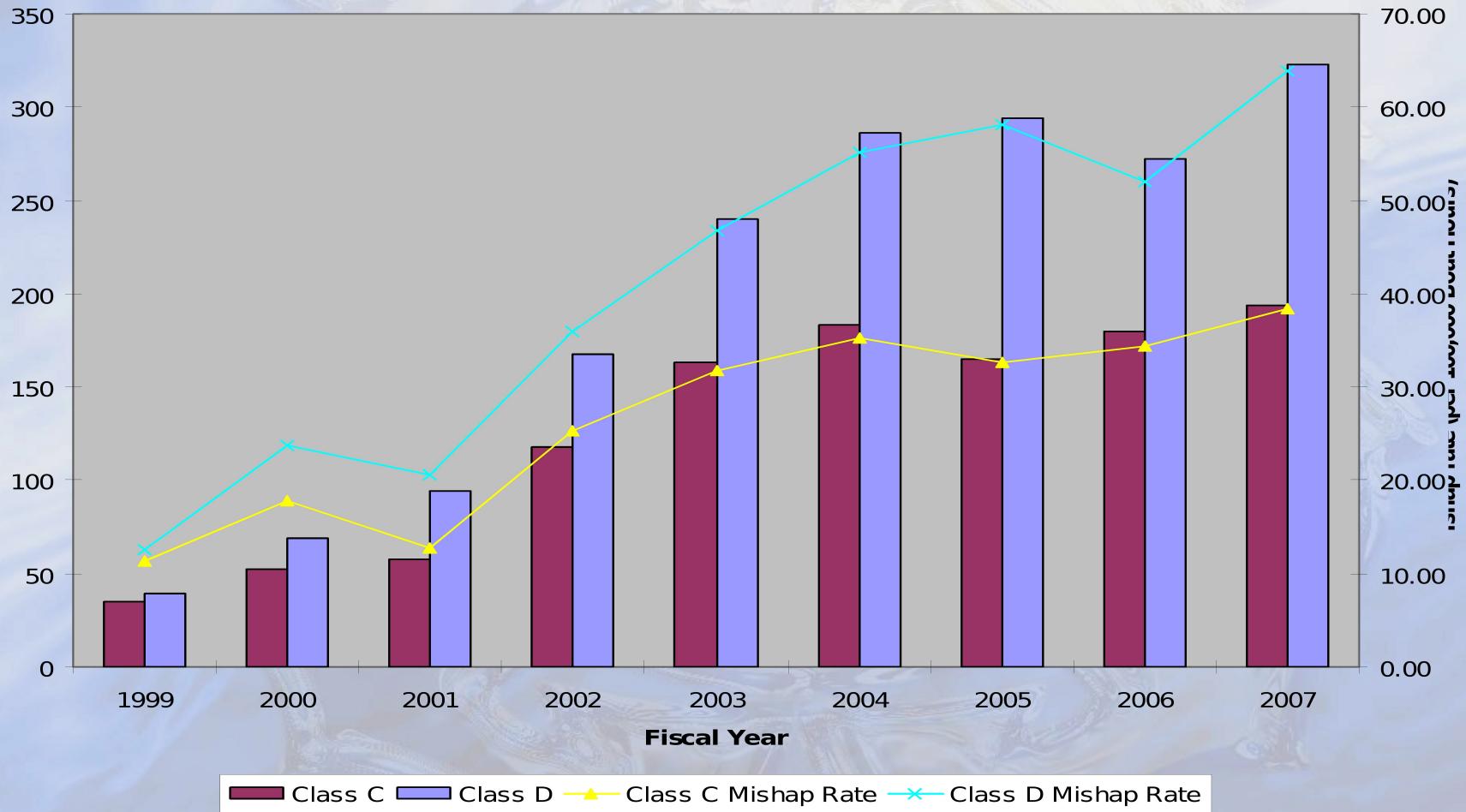
## Class A&B



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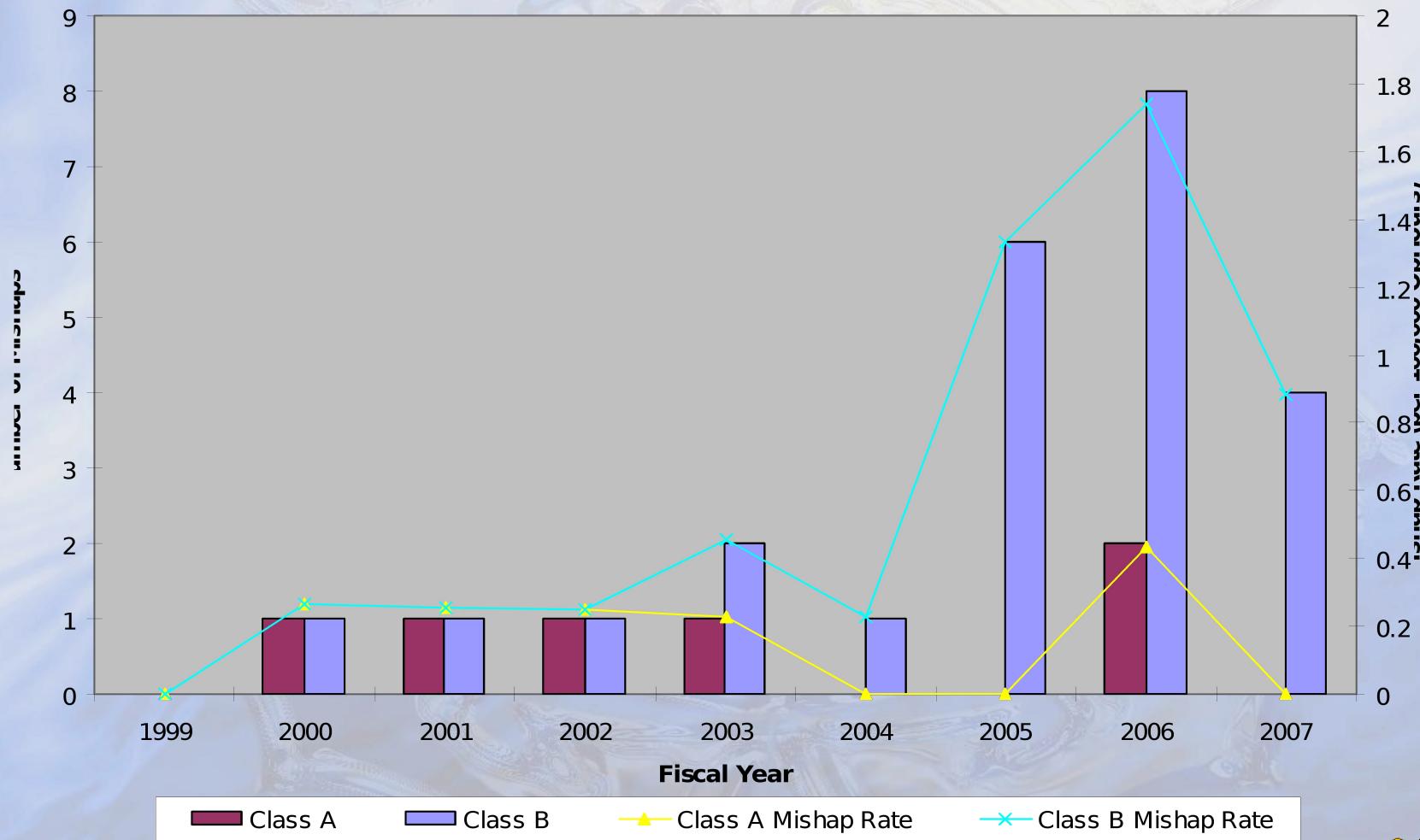
# Small Boat Mishaps Class C & D



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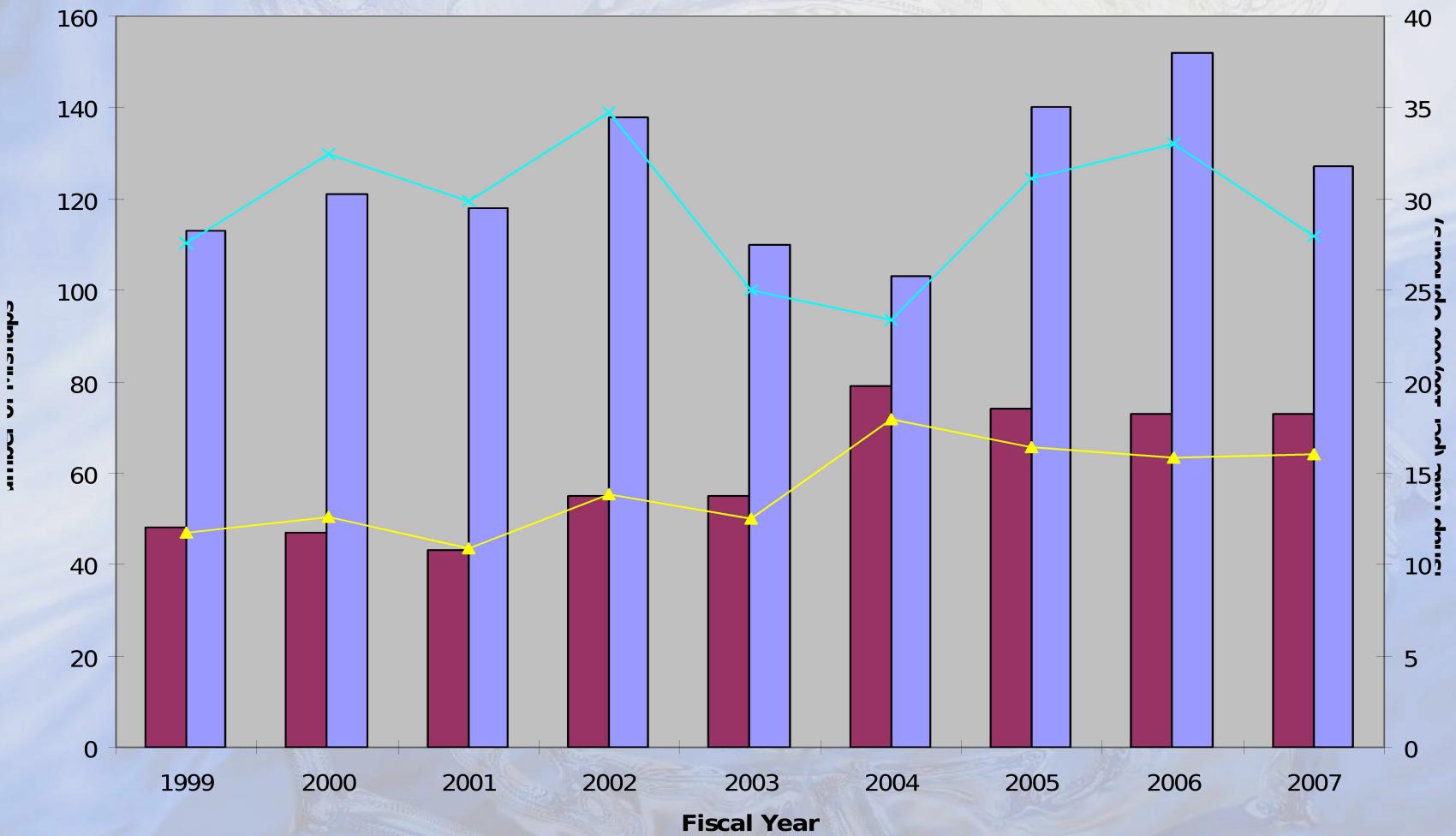
# Cutter Mishaps Class A & B



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# Cutter Mishaps Class C & D



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*Whether the downward turn in most FY07 operational and off-duty mishaps will become a trend remains to be seen.*

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# Lessons Learned



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## PMV Class A & B Investigations



- USCG using more structured PMV investigation approach
- 6 PMV Class A's since 06/25/07
- Use of HFACs yielding much more robust insight
- 4 of 7 involved motorcycles
- Develop intervention strategies from analyses/conclusions, data, focus groups
- Robust analysis of all PMV mishap data



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## Human Factors (HFACs)

- Formal use of HFACS during MAB process vice a retrospective analysis approach
- HFACS nanocodes added to the e-Mishap database to improve root cause analysis
- Training medical, health and safety professionals, and Sector Safety managers on the application of HFACS during the MAB
- Chief of Staff initiative to develop and implement endurance readiness standards for the afloat community



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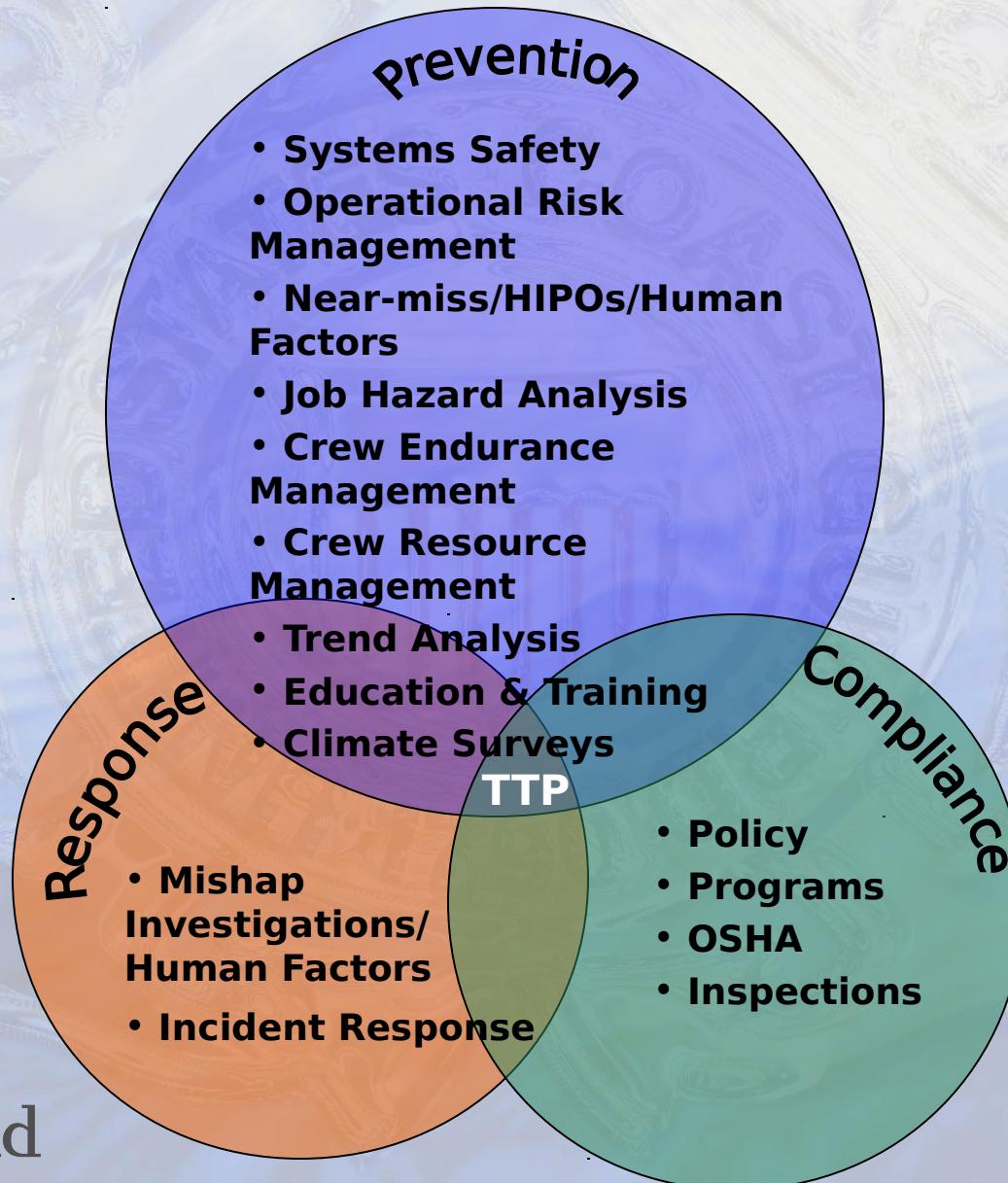
# Best Practices



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# *Greater Focus on Prevention, Operational Safety*



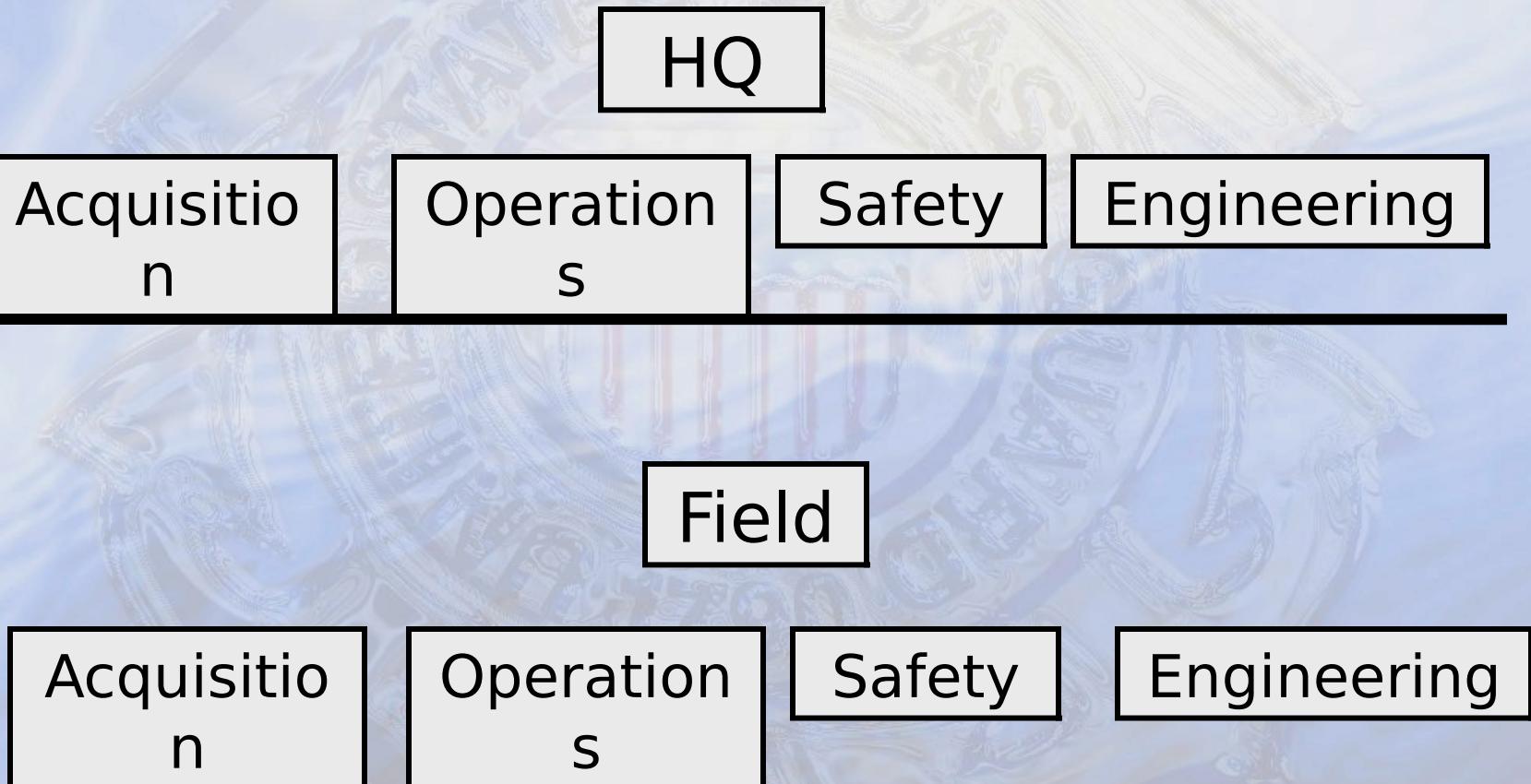
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# Horizontal Integration/Systems Safety

Policy/Doctrine

Implementation



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# Horizontal Integration/Decision Making

**Healy CVSB Composition/HCI** - Direct result of Horizontal Integration

**H65 Engine Replacement** - Safety driven, TRI-P executed. Class Es; completed in two years

**Boat Cradle Failure, HI-** HIPO Class C; Field empowerment

**Trailering Manual** - Motor Vehicle Program, Safety & Civil Engineering incl. PQS requirement

**MSRT TTP Policy Changes** - Safety initiated; adopted thru direction to unit by CG-37RCA

**Boat Forces Manuals** - Changes to clarify operational procedures for Defender Class boats from analysis of HIPO mishaps

**110' CPB Safe Speed** - ID'd inadequacy of guidance for max safe speed in Sea States 4 and 5 based on Class A (property, with minor injuries) mishap on 110' CPB in Alaska; interim guidance provided via message traffic from Tri-P

**Aviation Resource Council** - Established to determine Deepwater Acquisition governance; incl. surface community, resource players) ARC recommends debates cross programmatic issues then recommends action to Flags

**CG-Wide Review of Aviation Special Missions** - Preemptive view of ops



# Horizontal Integration/Decision Making

**Shock Hazard Elimination on Afloat Platforms** - ID'd shock hazard on OTH boat. Boat configured for shore use, requires modifications to electrical system for long term use aboard cutters.

**C-130 CO's Conference Convening** - Initiated due situational awareness issues incl. recent move to fund upgraded cockpit moving map display, changes to annual pilot and aircrew proficiency training.

**Safety Advisories** - Exploding batteries used by Boarding Teams, shock hazard on OTH boat, SCBA/SCUBA compressor maintenance requirements, etc.

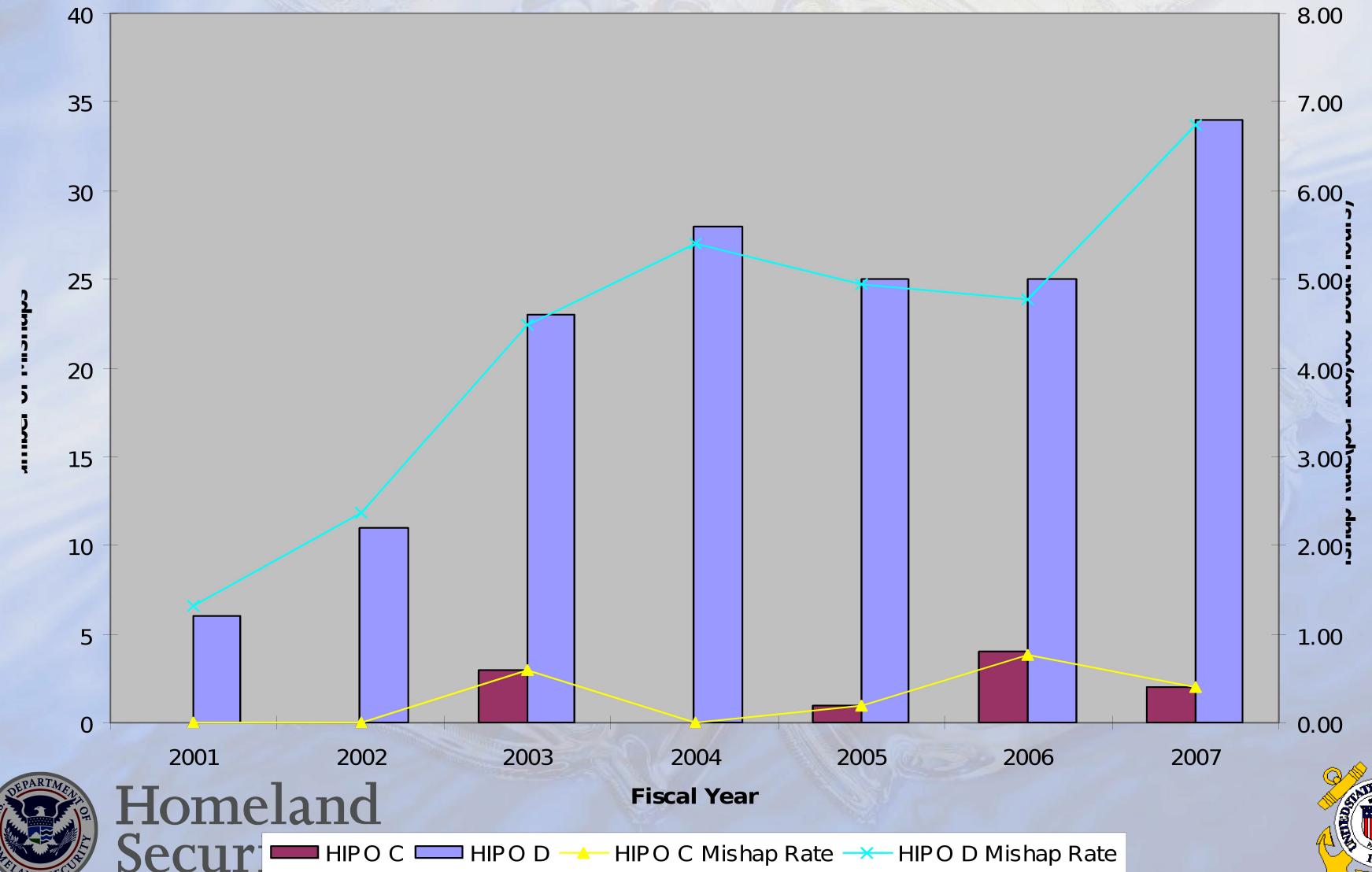
**High Speed Boat Gas Tanks** - ID'd gas tank (high explosive potential) shifting from brackets on PSU TPSBs. Led to further ID of same in boats in Gitmo (Cuba) that require replacement for numerous other material deficiencies due to lack of maintenance.

**Logistics Transformation Program Integration Office (LPIO) and Boat Forces Program Guidance** - Regarding Naval Engineering processes for assessing boat conditions and effect service life of the class.

**C-130 Instrument Panel Upgrade Funding** - Concurrent with Flight Automated Digital Units using Safety VADR money, upgrade coord thru 41 and Tri-P; made needed change in fraction of time normally required to contract/procure.



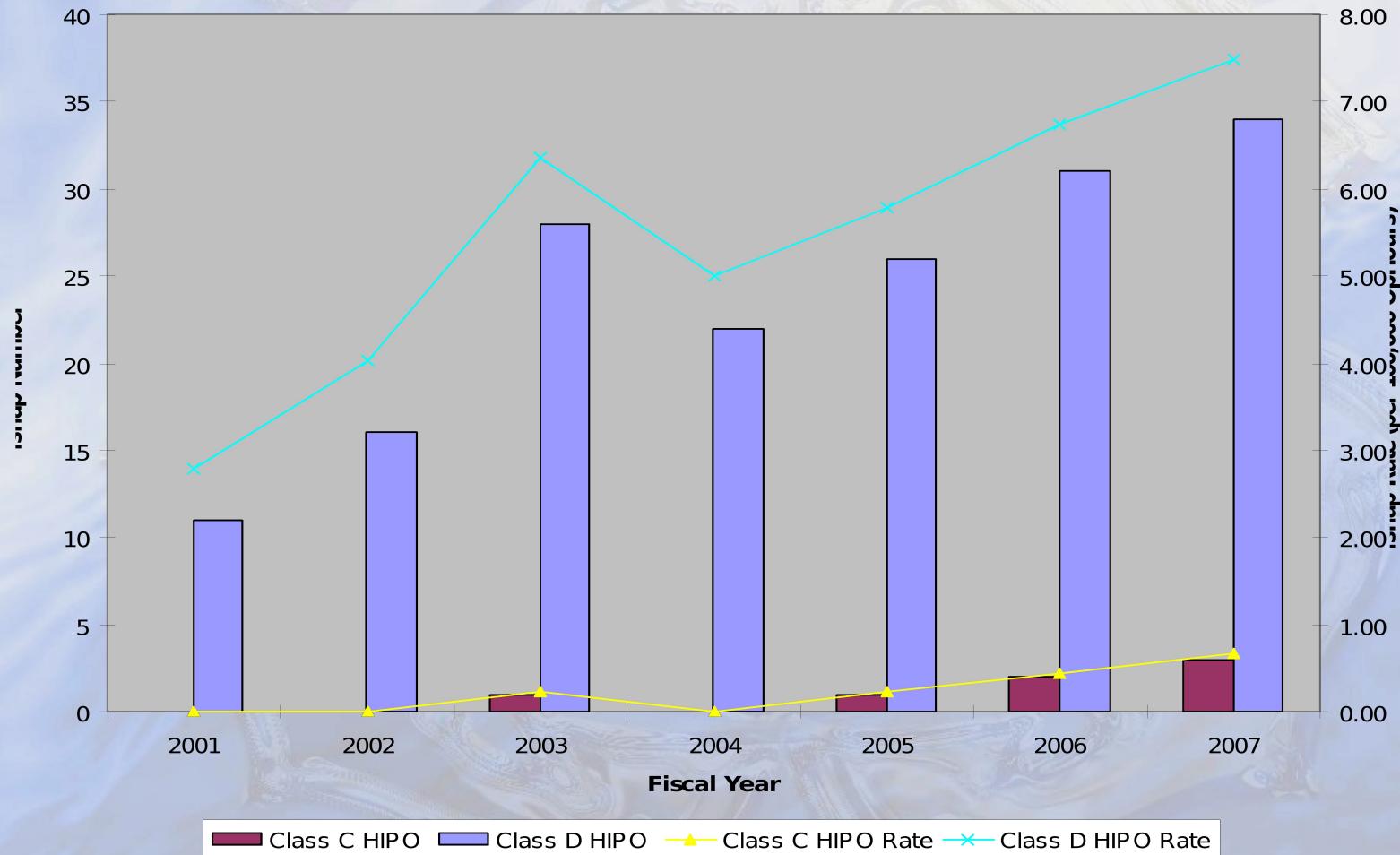
# Small Boat C & D HIPO Mishaps



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# Cutter Class C & D HIPO Mishaps



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